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The China Mail.

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Tailors.

No. 13,600

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HONGKONG, TUESDAY, NOVEMBER 6, 1906.

日十二月九年午丙

PRICE, \$3.00 Per Month.

SHERRIES.

PALE FINO:
Cordon de Torres Calbera ... \$12.00.
DINNER SHERRY:
Cordon de Torres Calbera ... 16.00.
PER CASE OF 1 DOZEN QUARTS.

MAGEWEN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations.
WHO'S WHO
IN THE
FAR EAST.
THE
ONLY BOOK OF REFERENCE
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE
Price ... \$10.
FORWARDED TO ANY ADDRESS
OBTAINABLE FROM THE PUBLISHERS—
8, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, July 10, 1906.
BANK HOLIDAY.

IN accordance with Government Notifi-
cation No. 912 the EXCHANGE
BANKS will be CLOSED for the Transac-
tion of public business on FRIDAY, the
8th NOVEMBER, the anniversary of the
Birthday of His Most Gracious Majesty
King EDWARD VII.
Hongkong, November 8, 1906. 2148

ROWLTON CRICKET CLUB.
**GRAND
PROMENADE CONCERT**
TO BE GIVEN IN THE
KOWLOON CRICKET CLUB ENCLAVE,
SHEK, AUSTIN ROAD, KOWLOON,
ON SATURDAY, 10th NOV., AT 9 P.M.
Admission 5s. Tickets to be obtained
from MEMBERS or at the GATES.
BEST LOCAL TAENT SECURED.
Hongkong, November 5, 1906. 2149

NOTICE.
THE Dressmaking and Millinery Estab-
lishment of MADAM JAYS has been
removed to No. 14, DES VUEX
ROAD.
MADAM JAYS are just opening
PARIS MODEL HATS.
Hongkong, November 5, 1906. 2151

TUITION.
MR L. A. DE GRAA has discovered a
New Method which enables him to
teach the MANOUELO or BANJO in six
months. Also gives Lessons on Violin and
Guitar. Terms moderate. Address 53,
ELGIN STREET.
Hongkong, October 29, 1906. 2094

MARINE INSURANCE.
I have this day established myself in
SHANGHAI as AVERAGE
ADJUSTER and am prepared to under-
take the adjustment of General and Particu-
lar Average and other Claims.
Telegraphic and Postal Address:
WADMAN SHANGHAI.
H. P. WADMAN,
Corresponding Associate,
Association of Average Adjusters,
Great Britain.
Hongkong, November 2, 1906. 2124

THE CHINA TRADERS' INSURANCE
COMPANY, LIMITED.
NOTICE.

MR W. J. SAUNDERS has been
appointed ACTING SECRETARY
of the above Company as from the 1st
November, 1906, and until Mr JAMES
WHITFIELD'S return to the Colony.
By Order of the Board of Directors,
E. W. MAITLAND,
Acting Secretary.
Hongkong, October 31, 1906. 2108

CHINESE ENGINEERING & MINING
COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling
per Share free of tax for account of
year ending 28th February, 1906, has been
declared by the Directors of the above
Company. Coupon No. 7 is payable on
2nd November, at the Chartered Bank of
India, Australia and China, and the Russo-
Chinese Bank at Tientsin and Shanghai.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, October 31, 1906. 2110

Business Notices.

**INNES' PATENT
METALLIC ZINC POWDER.**
THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.
W. S. BAILEY, Sole Agents.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,360 tons, Captain R. D. Thomas.
s.s. KINSHAN, 1,995 tons, Captain J. J. Lossles.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m.
(Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.
s.s. HONAM, 2,383 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 p.m. Sunday Special Excursion
more leaving Hongkong at 9.30 a.m. and a Second Departure about 7 p.m.
Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a
Special Departure about 7.30 p.m. On Sundays at 3 p.m. (See Special Express).

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Flaplin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
s.s. SALNAM, 688 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Horty Mansions, (First Floor), opposite the Hongkong Road.
Or of BUTTERFIELD & SWIRE
Agents, CHINA NAVIGATION CO., LTD.

GREAT EXHIBITION OF JAPANESE WATER-COLOUR PAINTINGS.

MR IWASE begs to inform the residents of Hongkong that he has been sent
here, accompanied by several Artists, as the Representative of the Japanese
Artists Society. He has brought with him a large and varied assortment of
WATER-COLOUR PAINTINGS by well-known Japanese Artists, consisting of
LANDSCAPES and SEASCAPES, also PICTURES OF BIRDS, FLOWERS and FIGURES, all of
which depict Japanese Life and Scenes in a vivid and realistic manner. These Pictures
will be exhibited at No. 12, QUEEN'S ROAD, CENTRAL, 2nd FLOOR
(above Messrs H. Price & Co.), for ten days, commencing on 3rd and continuing
until 13th November.
All Pictures of every size will be framed in graceful Japanese frames of new and
splendid design.
ORIGINAL JAPANESE SILK DRAWINGS in every size, framed or as KAKEMONOS.

PRICES VERY MODERATE.

ALL ARE CORDIALLY INVITED TO INSPECT THE COLLECTION.
Hongkong, October 20, 1906. 2086

THE PUBLIC HEALTH AND
BUILDINGS ORDINANCE
COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters viz:
1. Whether the administration of the
Sanitary and Building Regulations
enacted by the Public Health and
Buildings Ordinance, 1903, as now
carried out is satisfactory, and if not,
what improvements can be made.
2. Whether any irregularity or corrup-
tion exists or has existed among the
officials charged with the administra-
tion of the aforesaid Regulation.
The Commission earnestly invite the
inhabitants of Hongkong and Kowloon to
co-operate with them by forwarding any
complaint they may have to make or sug-
gestion to offer in connection with the
matters aforesaid to the Under-signed.
Any person examined as a witness in the
enquiry aforesaid who in the opinion of the
Commissioner makes a full and true dis-
closure touching all the matters in respect
of which he is examined will receive a
certificate from the Commission which will
protect the witness against any civil or
criminal proceedings which may be insti-
tuted against such witness in respect of
any matter touching which he has been
examined.
By Order,
W. BOWEN-BOWLANDS,
Secretary.
Hongkong, July 7, 1906. 2132

**CAMPBELL, MOORE & CO.,
LIMITED.**
JUST RECEIVED
GILLETTE SAFETY
RAZORS, MANDARIN
RAZORS
WITH EXTRA BLADES.
EW. PERFUMERY,
&c. &c. &c.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departures
of each English and French
Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE

(Commercial, Shipping, etc.)

\$17 per Annum (including Postage).

CHINA MAIL OFFICE,
WYNDHAM STREET HONGKONG.

2133

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO THE MANAGER.

2134

CHEE WING & CO.

28 & 29 LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN
ALL SORTS OF COPPER, BRASS, STEEL,
IRON WARE, &c.
STEEL GIDDERS AND TEES
CORRUGATED IRON, FIG IRON, &c.
Suitable for
SHOPS, ENGINEERS AND HOUSE BUILDERS.
2135

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD, LONDON).

BELL'S ASBESTOS
THE
MOST
RELIABLE
PACKING
FOR
DAGGER
PACKING
MARINE
ENGINES.
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LTD. LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE:—6, DES VUEX ROAD.

LANE, CRAWFORD & CO.

NOW SHOWING IN THE
LADIES' DEPARTMENT.
TWEED COSTUMES, EVENING
ROBES, SILK and
MOIREtte UNDERSKIRTS.
SILK BLOUSES
NEW MODELS IN
TRIMMED MILLINERY.
GOLF CAPS AND JERSEYS.
LANE, CRAWFORD & CO.
Hongkong, October 22, 1906. 2040

GIVING UP BUSINESS. LONDON HOUSE

Closing Sale must be Finished by 15th Dec.
HATS, FLOWERS, CORSETS, BLOUSES, etc.
ALL GOING FAR BELOW COST PRICE.
Hongkong, November 1, 1906. 2129

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.
SIEMSEN & CO.,
SOLE AGENTS.
Hongkong, March 2, 1906. 449

KELLY & WALSH, LTD.

THE WHITE PLUMES OF NAVARRE, by S. B. Crockett ...	1.75	BOYS' OWN ANNUAL	
The Wickhamites, by Pett Ridge ...	1.75	GIRLS' OWN ANNUAL	
The Dream and the Business, by John Oliver-Hobbs ...	1.75	CHATTERBOX, CHUMS, TINY TOTS, BO-PEEP, &c., &c., &c.	
Tilly Ho! by Helen Mathers ...	1.75		
Disenchanted by Pierre Loti ...	1.75		
In the Days of the Comet, by H. G. Wells ...	1.75		
A Morganatic Marriage, by Carlton Dawe ...	1.75		
Mrs Dimmock's Worries, by B. L. Ferguson ...	1.75		
The Whirlwind of Time, by Beatrice Whitley ...	1.75		
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The Eglamore Portrait, by M. E. Mann ...	1.75		
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My Dog, by M. Macdonald ...	2.50		
The Pattern Nation, by Sir H. Wrixon ...	2.50		

CHRISTMAS CARDS FOR HOME
MAILS.
JAPANESE CARDS & CALENDARS.
RICE PAPER CARDS.
CARDS FOR PRIVATE GREETINGS.

Business Notices.

GREEN ISLAND CEMENT CO., LD
PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.
In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.

BALL SEASON, 1906. FAIRALL & CO

New Novelties in Dress Materials, Trimmings, &c.
SILK BLOUSES.
New Models of Evening Coats, &c.
A NEW ASSORTMENT OF KID GLOVES.
SHOES FOR DAY AND EVENING WEAR.
7 & 9, Pedder Street.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRA.
H. HAYNES, Manager.

HOTEL BALTIMORE

LATE HOTEL AMERICA
2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.
AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER.

VICTORIA DISPENSARY

SOLE AGENTS FOR
V. R. O. LIQUEUR WHISKY
(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

R. HOUGHTON.

NAVAL, MILITARY AND CIVIL TAILOR.
16, QUEEN'S ROAD CENTRAL.
Hongkong, September 12, 1906. 1190

NEW CHRISTMAS MOUNTS.

A Splendid Collection to choose from. Your photo mounted on
one of our New Mounts will make the best
XMAS CARD FOR THOSE AT HOME.
MEB CHEUNG, PHOTOGRAPHER,
100 House Street
Hongkong, November 6, 1906. 1178

W. BREWER & CO.

NEW ADDRESS:
PEDDER STREET—UNDER HONGKONG HOTEL
(ADJOINING MAIN ENTRANCE).

The White Plums of Navarre, by S. B. Crockett ... \$1.75
Crockett ... \$1.75
Students Hygiene, by Evans ... \$2.50
Bentley, by Rider Haggard ... \$1.07

NEW VOLUMES FOR CHRISTMAS:

Boys' and Girls' Annual. Chums.
Infants' Magazine, Children's Friend.
Nister's Annual. Chatterbox, Sunday, Prize, Bo Peep,
Tiny Tots, Little Dots, &c.

CHRISTMAS CARDS FOR HOME MAILS.
JAPANESE CARDS AND CALENDARS. CHINESE RICE CARDS, &c.

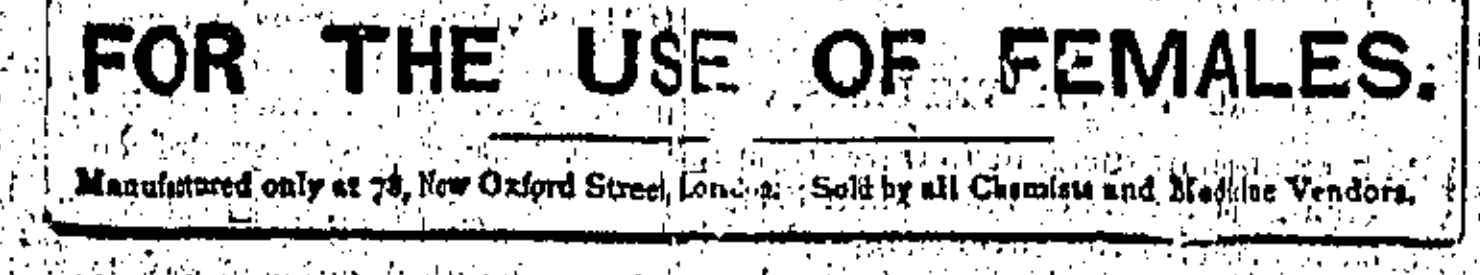
10 PER CENT DISCOUNT.

WE beg to announce that in consequence of the
further rise in exchange, our prices will, from
the 1st NOVEMBER until further notice, be subject to
a **DISCOUNT of TEN PER CENT (10%)**
instead of the Five per cent (5%) hitherto given.

Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.

His Britannic Majesty's Ships on the China Station.

sluggishness, weakness, pains in the back, sleeplessness, loss of appetite, congestion of the liver, headache, flatulence, pimples, and skin eruptions. Obtainable of all chemists and medicine vendors. Price 75 cents (Mex.) per bottle.



His Britannic Majesty's Ships on the China Station.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, November 1, 1906. 2121

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief

* Member of Rear-Admiral J. H. Dayton

* Flagship of Vice-Admiral Richard, Commander-in-Chief

+ Elzanin of Rear-Admiral de Paque de Jonquieres, Second-in-Command.

THE COMMERCIAL LAW AFFECTED

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:-

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 5 p.m.

G. M. BAIN.

With Special Reference to
**PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS in
HONGKONG.**

Reprinted from the *China Mail*.
For Sale at the *China Mail* Office,
5, WYNDHAM STREET.
Price 50 Cents.

A SERIES OF ARTICLES.
Reprinted from *The China Mail*.
WITH AN APPENDIX.

To be had at the **OFFICE OF THIS PAPER,**
5, WYNDHAM STREET.
Price 50 CENTS.

BY TELEGRAPH.

CHINESE MINISTER FOR LONDON.

YATAI CHUN YIN IS APPOINTED

(Chinese Mail Service.)

PEKING, November 5.

It is stated here that Yatai Chun Yin, of the Chinese Ministry of Foreign Affairs, has been appointed Chinese Minister to London.

THE CHINESE MINISTRY.

(Chinese Mail Service.)

PEKING, November 5.

The proposed change in the Chinese Ministry will be completed on the 10th inst.

Their Majesties the Emperor Dowager and Emperor will be in the city on the 10th inst.

The power will be restored.

The Cabinet will be restored.

ENGLISHMAN MURDERED IN PEKING.

(Chinese Mail Service.)

PEKING, November 5.

According to a telegram which appeared in a native paper, it is stated that an Englishman was murdered on the 1st inst.

THE MARQUARDT CONCERT.

(Chinese Mail Service.)

PEKING, November 5.

Here and Madame Marquardt, the well known violinist and harpist, were accorded a rapturous reception at the Peck last night, when they gave a concert at the Peck Hotel.

The dining room was converted into a concert room and it was filled almost to overflowing by an appreciative and enthusiastic audience.

Mrs. R. H. Newborn and Mr. George Grimble assisted, and the united efforts were responsible for a delightful and artistic entertainment.

The harp naturally appealed. It is an instrument seldom heard in this part of the world and its moving melody when in the skilled hands of Madame Marquardt enraptured listeners.

Madame Marquardt herself, was the soloist. Her playing was beautiful. Madame Marquardt has a superb touch and in the delicacy of execution nothing of the music is lost.

The notes were always clear and defined and the expression so tempered as to evoke the most winsome melody. For both pieces the artist was recalled and repeated them, but so far as the second item was concerned it was surprisingly played that the audience demanded a third number, but this had to be denied them owing to a slight injury to one of Madame Marquardt's fingers.

Her bowing was convincing and her technique admirable. Her solo was Leonard's "Souvenir de Haydn," Mendelssohn's Andante from Opus 10, Lett's "Spinning Wheel," and Sarasate's "Fandango."

In the "Spinning Wheel" she particularly excelled herself and the performance of this difficult and rapid composition so impressed the audience that they requested a repetition, which was accorded to them.

In the other pieces the violinist displayed excellent command of the instrument, and was enthusiastically applauded. The harp and violin combined in a Chopin Nocturne and Oubert's "Lullaby" with beautiful effect and only the lateness of the hour prevented the audience from insisting on an encore.

The solo, "Ave Maria" by Mrs. R. H. Newborn, with harp and violin accompaniment was delightful. Mrs. Newborn's pure voice was heard to the utmost advantage; her notes were full and impressive and her articulation excellent.

This, combined with the effective and inspiring accompaniment, made the number one of the best of the evening. It was only natural that the audience were vociferous in their appeal for an encore, which could not be denied. Equally insistent were the auditors for a repetition of Mrs. Newborn's second solo, Tosti's "Good Bye." The well-known composition was treated with sympathy and effect, and in response to the applause Mrs. Newborn sang with equal merit the dainty song by Wilfred Sanderson, "And you away."

Mr. George Grimble acted as accompanist throughout the evening and to his experience in this direction no less than to the excellence of the work of the other performers was much of the success of the concert due.

To-morrow night Herr and Madame Marquardt give a concert at Canton.

CROCP.

GIVE Chamberlain's Cough Remedy as soon as the child becomes hoarse, or even before the cough appears, and the attack may be averted. There is no better medicine in the market for children than this remedy. It contains nothing injurious and as it is pleasant to the taste they readily take it. For sale by all chemists and druggists.

BURNING OF THE "HANKOW."

Marine Court of Inquiry.

(Chinese Mail Service.)

PEKING, November 5.

A marine court of inquiry, to make investigations in connection with the burning of the British steamship "Hankow," was held at the Harbour Office this morning.

The Harbour Master, Lieut. C. Beckwith, R.N., presided, and the court was composed of Lieut. R. Butterworth (H.M.S. "Tamar"), Captain E. Beetham ("Empress of India"), Captain C. Hannah, ("Sierra Leone"), and Captain Matlock ("Amara").

The inquiry was held at the request of Captain Branch, master of the "Hankow."

The Harbour Master said that as a coroner's inquiry had already been held and the voyage from Canton was apparently uneventful it was proposed to conduct a searching inquiry: (1) Into the conduct of the officers after the fire was reported; (2) To make inquiry into the fire arrangements of the a.s. "Hankow"; (3) Into the stowage of cargo on river steamers, and (4) Into the general fire arrangements of river steamers with a view to making suggestions in connection therewith.

Captain Branch was the first witness called and deposed that nothing unusual occurred on the voyage from Canton on October 13. The morning of the fire was given at 3.10 a.m. on the 14th by the watchman running up and repeating it. Witness and the chief officer were talking together and at once went aft to the fire. There was a great crush of passengers trying to get on shore, both from the upper and lower decks. On arriving on the main deck witness saw the fire coming up from the middle of a pile of muzzles. There was both flame and smoke. Witness immediately ordered the chief officer to couple up the steam pump. Witness went to the pile of muzzles and discovered a pull some of it down to get at the fire. The muzzles formed a black cloud up to within 15 inches of the deck and there was in the centre of it. Witness stayed at the fire and told the watchman to try and regulate the rush of passengers through the main deck gangway. Seeing the rapidly with which the fire was spreading witness went to the upper deck to assist in getting the steam hose out more quickly. On reaching the deck he met the chief officer and reported that the engineers had been driven out of the engine room by fire and smoke and were unable to start the steam pump. Witness then told him to couple up the after hand pump and seeing the chief engineer in the alley way witness asked if he could possibly get steam on the pump. He replied that it was impossible as no one could live in the engine room. Witness then saw two frightened lady passengers (Europeans) standing forward. They asked witness if there was any danger and he replied that there was and took them ashore. Witness then went back to the fire and noticed that nearly all the first-class Chinese passengers had left the ship. He found that the fire had spread so rapidly that the deck was completely on fire and the Chinese women's quarters completely shut off. Witness then went to the gangway and endeavoured to get the passengers ashore and to try and prevent panic. Witness was then forced to leave the gangway and felt his way through the alleyway back to the upper deck. He went to the saloon to see that there were no passengers on board and found the fire had spread as far forward as the ladies' cabins. It was hopeless to remain on deck and witness made his way to the wharf but immediately returned to get his papers. He was unable to do so.

By the Harbour Master—Witness estimated that 400 or 500 passengers had left the ship before the fire was reported. The steamship's fire arrangements when alongside consisted of the steam hose which could reach any part of the decks, and two engines pumps. There would always be steam for working the pumps. The hose with nozzle attached would throw a stream about 40 feet. The gossage pumps were continually in use and were in good working order.

Do you ever consider it necessary to exercise your crew at fire stations?—No, has never been done.

Have you any printed fire instructions anywhere about the vessel?—None.

How would you expect your crew or officers to have any intelligent co-operation in the event of fire?—We carry a crew of Chinese and they are constantly changing. It would be very difficult to train them. In this case the Chinese all disappeared. Even the officers were constantly being changed. The second officer often only remained a few weeks on the ship. In the event of fire the officers were continually on board would be in touch with the Chinese crew. The pumps were in good working order and they would have sufficient co-operation to deal with any ordinary fire.

Was it possible for stowaways to have pulled out some of the muzzles and stowed away in it?

It was not possible. They could get on top of the muzzles. It was quite possible for them to have caused the fire without anyone knowing.

By Captain Beetham—When you sent for the steam hose did it arrive?

Witness—No.

How many steam connections have you?—We don't couple up three connections. You don't know what became of your Chinese crew?—No, I did not see them again till after the fire was over.

Do you think if the Chinese had been drilled to fire stations they would have gone to their stations in this instance?—No, I don't think they would.

Suppose you had a fire alarm and the crew understood that they would be

dismissed if they did not fall in would they have done so?—No, in this instance I don't think they would.

In reply to further questions witness said he did not consider that it would be wise to keep the electric lights going all night. That lights provided were sufficient. The loss of life was caused by the passengers hanging on to their luggage. If they had left their luggage not a life would have been lost.

H. W. Holmes, chief officer of the "Hankow," said that he was talking to the captain the saloon deck when the fire was reported. He went aft to the fire and then followed the engineer to the engine room intending to use the fire hose situated on the outside of the engine room casing.

On the engineer opening the door a great quantity of smoke rushed out and they could do nothing. Witness then made his way to the land pump on the saloon deck carrying a length of hose with him. Witness met a Chinese seaman and took him to help with the hose but the fire prevented them from reaching the pump. After finding it was hopeless to try and do anything on board witness went ashore to assist with the fire appliances.

By the Court—If you have no fire routine how do you expect the crew to do anything towards getting a fire out?—I should expect to direct the operations myself.

Have you any stations made out for abandoning ship in case of wreck or fire?—No.

By Lieut. Butterworth—Were all gangways made available for the use of the Chinese passengers and if so how long afterwards?

The gangways were all in position before the fire started. The upper gangway was for first class Chinese but all were open to anyone after the fire.

The Second Officer W. Reynold also gave evidence. The heat and smoke in his room gave him the first warning of fire and he immediately went on deck and saw the chief officer screwing up the fire hose. Witness tripped and fell getting the hose to work but the smoke and fire drove them back. He tried twice to get to his room to get his papers but could not do so. He then went on shore to assist with the fire hose.

To the Court—Witness had seen a printed list of boat stations on the ship in case of fire abandonment, he thought in the saloon. Nothing was stacked up close to the top of the deck and witness thought the gangway was open. Witness thought the list mentioned appointed him to No. 3 boat.

James D. Christie, Chief Engineer of the "Hankow," said he came out with her in 1874 and rejoined her in 1883 as Chief Engineer. They stopped firing about 20 minutes before arriving at Hongkong. They could have got 40 ft of steam on the fire hose at 3.30 a.m. if they could have used the engine room. The engine was blowing off steam. The electric lights were switched off from 15 to 20 minutes after arrival. This was a long standing order.

By the Court—What are your fire arrangements in the engine room?—There were any recognised means of cooperation between the engine room and the deck?—We never had any fire drills. Steam was always available for the fire pumps. There was speaking tube from the bridge to the engine room and the Chinese would always be an engine on duty while the fire was lighted.

What happened when you went down to connect up the fire mains?

Witness—I tried to get down to the pump but was nearly overcome by the smoke and heat and did not get it. I told the captain that it was impossible to live in the engine room.

By Captain Beetham—How long do you keep the firemen in the ship?—The firemen made the ship a home, some of them have been in her over 10 years.

The firemen gave me assistance after the fire broke out. They were thoroughly reliable. The "Hankow" being a paddle steamer was a "soft job" for the firemen and they would stop her longer than with other steamers.

R. Thornhill, second engineer of the "Hankow," said he had been 18 months on the steamship. When the fire started he tried to turn the electric light on but could not get to the dynamo owing to the flames and smoke. He made his escape out of the engine room and got ashore the ship being in flames at that time. Witness had seen a fire drill on board the steamship nor had he seen any list of boat stations.

T. Nesbitt, third engineer, said he had been two years with the steamship. Witness was in his bunk when the fire occurred and was woken up by the noise about 3 o'clock. He went forward to see what was the matter. Witness tried to get back to save his papers but could not do so and went ashore. He could do nothing on the ship as he was all right. Witness had never seen a printed list which would enable him to know what he should do in the event of the ship being abandoned.

Captain Branch recalled:—By the Harbour Master—You said that to the best of your knowledge there were no printed list of boat or fire regulations?—There were none.

Witness then at the second officer must have been thinking of some other boat. Witness had only been on the steamship for a few days and he did not know the ship. He had seen running night and day since the ship was put in. He had been on the ship for 30 years. The only precaution was to pack the muzzles close up to the deck to prevent passengers getting on top of it.

By Captain Beetham—Have you any idea how the fire originated?

No, I have no idea.

By Lieut. Butterworth—Is smoking allowed on the deck on which the muzzles are carried?

Yes, it is impossible to prevent it.

THE FINDING.

After deliberation the court brought in the following finding:—We find that the British steamship "Hankow" of which B. Branch was master, left Canton on October 13, at 6 p.m., and after an uneventful passage made fast there pier. The "Hankow" cargo consisted of raw silk, straw matting and vegetable. The matting was stowed amidships on the passenger deck. A "Hankow" carried on this trip, 300 European passengers, 950 Chinese and 61 crew. That at 3 a.m. the ship was made fast and the passengers went on shore although the greater part of them were remaining aboard, as is customary, until daylight. That at 3.7 a.m. the alarm of fire was first given at amongst some straw matting stowed on the passenger deck. Stenuous efforts were then made by the master and officers to get it and put it out, using ladders, pending the arrival of the fire hose driven off the main boiler, but without success owing to the great amount of smoke which found its way into the engine room making it impossible for anyone to maintain down there. That the vessel was well found in fire appliances, pumps, etc., which were constantly exercised for visiting decks.

THE SHANGHAI RACES.

First Day.

(Chinese Mail Service.)

SHANGHAI, Nov. 4.

The Old Dock Company and its curious affairs are once more before the public, but this time there is really some hope that good may result from the extraordinary general meeting convened by 33 shareholders which was held yesterday.

You at Hongkong know only too well the causes of complaint so it is little use to dilate upon them. Sufficient to say a resolution was passed that the Old Dock and the waste property between the International and Cosmopolitan Docks should be converted into wharves and godowns. A New Wharf and Godown Company will be formed entirely separate from the Dock Company. It will be floated with a capital of £1,780,000 in shares of £15 each and each shareholder of the Shanghai Dock and Engineering Co., Ltd. shall receive one fully paid up share for each share held by him in the Shanghai Dock and Engineering Co. The actual cash for developing the property will be provided by means of seven per cent debentures to be issued as funds are required. The plan is certainly good because there are for men in Shanghai who do not marvel at the rapid increase even most by month of the shipping trade and the private godowns erected promiscuously over the Settlement are proof enough of the wisdom of such an undertaking. True it is, the shareholders will not receive much present value for their Old Dock Shares but if they be content to look ahead and forget losses of the moment, under skillful and honest management they may confidently look forward to a large return in the near future.

The notice given out by the Municipal Council has been realized and Major Hall of the Baluchi Regiment stationed at Tientsin has arrived in Shanghai, accompanied by the Jemadar who is to help clear up the cause of the friction with the Sikh police. We are awaiting the results of their investigation with keen interest and meanwhile speculate whether local surroundings were responsible for the inept mutiny or whether the reason may be found in the stated fact that trouble with the Sikhs right along the coast of China is due to the fact that Indians with bad characters migrate eastwards and drift naturally into police employment. Such a difficulty could very easily be overcome by recruiting officers in India, a plan which has been successfully adopted elsewhere, but, above every other consideration, it is sincerely to be hoped that this brief inspection will insist upon the appointment of an officer in charge of the men who will be capable of speaking their language and entering fully into their ways of thinking and methods of living. It has been suggested that the men would be far more contented and more tractable were their wives with them, and there seems no real reason why this should not be provided, the men after some trial proved themselves worthy of their life.

Young Castro has been unable to substantiate his story to our worthy Judge's satisfaction although sentence was postponed in order that special inquiries might be made. The lad, for he is little more, was in the employ of Hope and Company, and was accused of stealing five diamond rings. He told a plausible tale that, frightened because the man who led him astray did not return two rings he had obtained, he bolted and subsequently sold the remaining rings. However, his Lordship was not able entirely to believe in his unthinking terror, and sentenced Castro to six months' imprisonment with hard labour. It was a light sentence and mercifully so in consideration of the youth of the prisoner. At the same time, it is doubtful whether he will be able to obtain honest employment after his release as equally as the Judge wished for, unless employers are as willing to forget and forgive as are his many public sympathisers.

Those awful prides on the prow! Perhaps Hongkong does not remember how last spring certain self-opinionated gentlemen, clothed in their garb of transparent respectability and undisturbedly waited long and daintily about the fierce gambling carried on in the booths erected round about the Race Course at that time when all foreign eyes were bent on the doings of our Chinese cities. I admit at once that the gambling was intense but, at the same time, no-one can deny it was very orderly and there was seldom any great scene or disturbance. Old Shanghai hands who knew the natives like a well-read book said "muckee, relax a little twice a year and the Chinese will not encroach upon this glimpse of freedom." It was true, they did not encroach, but these busybodies who are only willing to look after the welfare of anyone's else soul rather than the necessities which are so glaringly absent in the lives of many, wanted to be heard in the land, so they prated and prattled about the lack of Municipal morality, and that weak body, frightened that their good name should be religiously improved, gave in and prohibited gambling apart from the usual race betting at this gathering. What will be the result remains to be seen.

The wedding of the autumn has place and "it won't be a stylish marriage, we can't afford a carriage" hardly applies because the erstwhile Miss Gladys Bell, then Mrs. Lawrence Leffo, was hustled with her happy husband from the Cathedral to her mother's home in a Dr. Macleod's motor car. It was a great oversight not to have attendant cars for the parents, the bridesmaids and the ushers, but, doubtless, future occasions with different principals we hope will remedy this slight defect to what

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The following are the remaining results of yesterday's events at Shanghai: As will be seen from the results the races have been well divided, Maria being the only owner to appropriate two wins. Triumph Rose's win in the Autumn Cup will strengthen her position as a possible winner of the St. Leger.

The Shanghai St. Leger is the most important race of the meeting, excepting perhaps the Champions. The St. Leger is open only to China Ponies that have never raced before the commencement of the year, whereas the Champions is open to all China ponies that have won a race at the meeting. There were thirty-three entries for the St. Leger, and popular fancy was divided between Beverly's Brockton, the winner of the Derby at the Spring Meeting, and Bury's Triumph Rose, winner of the Hongkong Derby. Both these ponies are carrying 11 st. 3 lbs., having incurred 10 lbs. penalty for their previous successes.

The training notes in the North China Daily News on November 1 show that on the previous day the course was very heavy. Brockton covered the mile and a half in 3.54, last quarter 35 and Triumph Rose went over the mile and a quarter in 3.57. Typical was a couple of seconds better over the same distance.

The results are:—

THE POONA CUP, for China ponies (griffins),—1 Mile.

Mr. Maria's Aurelius (10st. 12lbs.) ... Mr. Meyerling 1
Mr. Oberlin's Raceland (11st. 1lb.) ... Mr. Schoor 2
Mr. Nephew's Cassler (11st. 1lb.) ... Mr. Hays 3

Time: 2 min. 7 3/4 sec.

THE FAIRWAY STAKES, for China ponies.—1 1/4 Mile.

Mr. Maria's Argente (11st. 1lb.) ... Mr. Meyerling 1
Mr. Robson's Lavender (11st. 4lbs.) ... Mr. Burkhill 2
Mr. John Peel's Ard Patrick (11st. 1lb.) ... Mr. Johnstone 3

Time: 3 min. 20 sec.

THE EUCALYPTUS STAKES, for China ponies (griffins),—1 Mile.

Mr. G. B. Potts' Northern King (10st. 12lbs.) ... Mr. Burkhill 1
Mr. Quebe's Rurio (10st. 12lbs.) ... Mr. Cumming 2
Messrs. Teag and Seeley's Jordan (11st. 1lb.) ... Mr. Williams 3

Time: 2 min. 55 sec.

THE AUTUMN CUP, for China ponies.—1 1/2 Mile.

Mr. Buxey's Triumph Rose (11st. 1lb.) ... Mr. Cox 1
Messrs. Common and Robson's Cockburn (10st. 12lbs.) ... Mr. Burkhill 2
The Rings James (11st. 4lbs.) ... Mr. Meyerling 3

Time: 2 min. 49 3/4 sec.

THE WINDSOR STAKES, for China ponies (griffins),—1 Mile.

THE URBAN STAKES, for China ponies (griffins),—1 Mile.

THE QUEEN'S STOCKWELL (11st. 1lb.) ... Mr. Vida 1
Mr. Quebe's Rurio (10st. 12lbs.) ... Mr. Campbell 2
Mr. Cumming 3

Time: 3 min. 22 1/2 sec.

TO-day's Events.

The following are the results of today's events received up till the time of our going to press:—

THE NORMANBY CUP, for China ponies. Three-quarters of a mile.

Mr. G. B. Potts' Heather King (11st. 4lbs.) ... Mr. Cumming 1
Mr. Copenhagen's Cosmopolitan (11st. 1lb.) ... Mr. Daggle 2
Mr. Neale's Rhombus (11st. 1lb.) ... Mr. Kremer 3

Time: 1 min. 31 3/4 sec.

THE CHINA CUP, for China ponies (griffins). One mile.

Messrs. Common and Robson's Mark Time (11st. 4lbs.) ... Mr. Burkhill 1
Mr. Maria's Aurelius (10st. 12lbs.) ... Mr. Meyerling 2
Mr. Quebe's Rurio (10st. 12lbs.) ... Mr. Cumming 3

Time: 1 min. 48 3/4 sec.

THE SHANGHAI ST. LEGER.—One Mile and Three-quarters.

Messrs. Beverly's Brockton (11st. 12lbs.) ... Mr. Hays 1
Messrs. Bury's Triumph Rose (11st. 1lb.) ... Mr. Cox 2
Mr. H. Morris' Heather King (11st. 1lb.) ... Mr. Burkhill 3

Time: 3 min. 45 3/4 sec.

THE PANDA CUP.—7 Furlongs.

Mr. G. B. Potts' Northern King (10st. 12lbs.) ... Mr. Burkhill 1
Messrs. Quebe's Rurio (11st. 1lb.) ... Mr. Cumming 2
Mr. John Peel's Bedale (10st. 12 lbs.) ... Mr. Johnstone 3

Time: 1 min. 48 3/4 sec.

NOTHING TO FEAR.

MOTHERS need have no hesitation in giving Chamberlain's Cough Remedy to their little ones, as it contains absolutely nothing injurious. This remedy is not only perfectly safe to give small children, but is a medicine of great worth and merit. For sale by all chemists and druggists.

SHANGHAI IN PARAGRAPHS.

(From Our Correspondent.)

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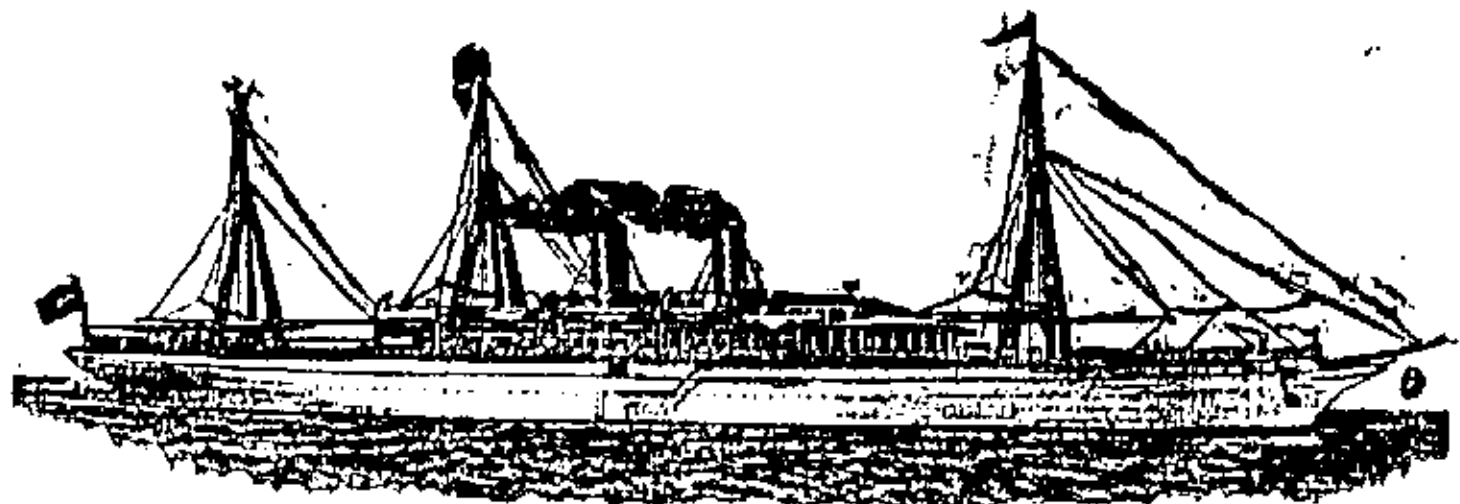
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WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATE named -

PORT	STEAMER	TO SAIL ON	REMARKS
LONDON & ANTWERP, via SUEZ, PANAMA, COLON, PORT SAUD & MADAGASCAR	CAPT. E. P. MARTIN	About 7th November	Freight and Passage.
YOKOHAMA, via SHANGHAI, FORMOSA	CAPT. B. W. H. SNOW	About 9th November	Freight and Passage.
YOKOHAMA, via SHANGHAI, DEVANHAL	CAPT. T. H. HIDE, R.N.B.	About 10th November	Freight and Passage.
YOKOHAMA, via SHANGHAI, DEITA	CAPT. T. H. HIDE, R.N.B.	11th November	See Special Notice.

W. A. HEWITT, Superintendant.

CANADIAN PACIFIC RAILWAY COMPANY'S COAST MAIL STEAMSHIP LINE.



LUXURY - SPEED - PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule of 11 Days across the PACIFIC to the "EMERALD LINE".

PAVO YOKOHAMA to VANCOUVER, 19 DAYS HONGKONG to VANCOUVER.

STEAMER	SALE HONGKONG	ARRIVE VANCOUVER
EMERALD OF INDIA	6000 Tons	Thursday, Nov. 22
ATHENIAN	3882 Tons	Wednesday, Nov. 23
EMERALD OF JAPAN	6000 Tons	Thursday, Dec. 20
MONTEAGLE	6163 Tons	Wednesday, Dec. 27
TARTAR	4426 Tons	Wednesday, Dec. 27
EMERALD OF CHINA	6000 Tons	Thursday, Dec. 28

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, P.C. connecting at VANCOUVER with a Special Mail Express and at Quebec with the Company's new passenger "EMERALD" Steamship, 14,500 tons register. The through ticket to Liverpool being 22 1/2 days from Yokohama and 20 1/2 days from Hongkong.

1st Class, via St. Lawrence 280, via New York 282. Intermediate on Steamers... 240. 2nd Class... 242.

R.M.S. MONTEAGLE, TARTAR and ATHENIAN Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Pass, apply to D. W. CRADDOCK, Acting General Agent, Corner Prince Street and Praya, Opposite Black Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

DESTINATIONS	STEAMERS	SAILING DATES
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SANIKI MARU, Tons 6000, Capt. N. Matheson	WEDNESDAY, 14th Nov., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOI, KOBE & YOKOHAMA.	TAMBA MARU, Tons 6131, Capt. Butler	WEDNESDAY, 28th Nov., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	KAGA MARU, Tons 6201, Capt. A. Christiansen	TUESDAY, 23rd Nov., at 4 p.m.
BOMBAY, via SINGAPORE AND COLOMBO.	TOSU MARU, Tons 6523, Capt. K. Kato	TUESDAY, 23rd Nov., at 4 p.m.
SWATOW and BANGKOK.	NIKKO MARU, Tons 5539, Capt. E. W. Haswell	FRIDAY, 30th Nov., at Noon.
KOBE & YOKOHAMA.	KUMANO MARU, Tons 5078, Capt. Hunter	FRIDAY, 28th Dec., at Noon.
NAGASAKI and KOBE.	KAGOSHIMA MARU, Tons 4406, Capt. Lyns	TUESDAY, 30th November, a.m.
	KANJU MARU, Tons 6320, Capt. Thompson	THURSDAY, 8th Nov., at 10 a.m.
	IYO MARU, Tons 4095, Capt. Hugler	SATURDAY, 17th November.
		WEDNESDAY, 21st November, Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain J. H. KENDER, On THURSDAY, 29th Nov., at Noon.

'DAKOTA', Captain E. FRANKS, On FRIDAY, 1st JANUARY, 1907.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Main room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

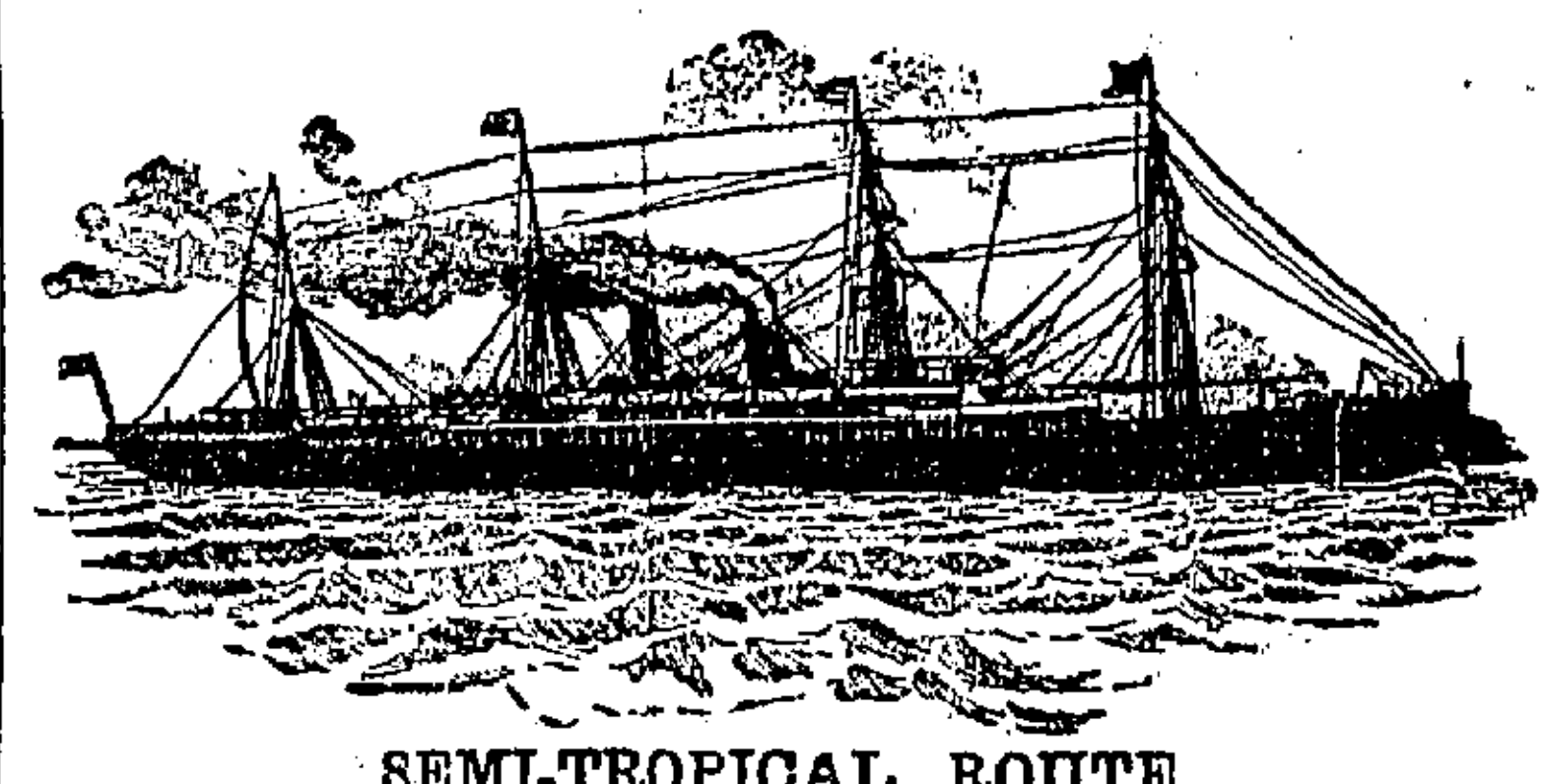
For convenience of coastwise cabin passengers return tickets are interchangeable with regular rail lines between Japan, China and Hong Kong.

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PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA. U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, on Oahu, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	SAILING DATE	REMARKS
MONGOLIA	27,000	TUESDAY, 13th Nov., at Noon	
NIPPON MARU	11,000	TUESDAY, 20th Nov., at Noon	
DORIC	9,500	FRIDAY, 30th Nov., at Noon	
COPTIC	9,000	SATURDAY, 8th Dec., at Noon	
HONGKONG MARU	11,000	TUESDAY, 18th Dec., at Noon	
KOREA	15,000	FRIDAY, 28th Dec., at Noon	
AMERICA MARU	11,000	TUESDAY, 8th Jan., at Noon, 1907	
SIBERIA	13,000	TUESDAY, 15th Jan., at Noon	
ORINA	10,500	TUESDAY, 22nd Jan., at Noon	

RECORD FAST TIMES.

Yokohama to San Francisco... S.S. KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu... S.S. SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours.

San Francisco to Yokohama... S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco... S.S. SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1906; 10 days, 10 hours and 29 minutes.

THE P.M. Steamship MONGOLIA will be despatched from Hongkong to SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 13th November, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Oregon Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Company, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MOI, KOBE & YOKOHAMA; and OREGON RAILROAD & NAVIGATION CO.

STEAMER	Tons	SALE	TO SAIL
ARAGONIA	5198	Nov. 19, at Daylight	
NOCUMEDIA	4300	Dec. 4, at Daylight	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CEINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
SHANGHAI	KIKINGO	7th November.
TIENSIN	Kueikow	10th November.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	Taiwan	12th November.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date
ZAFIRO	2540	R. Hodger	Manila Direct	Saturday, Nov. 10, at Noon.
RUBI	2540	R. Almond	Manila Direct	Saturday, Nov. 17, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST.)

TO SAIL

S.S. BRAEMAR... About 16th November, 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER	SAILING DATE	1906
PRINCESS ALICE	WEDNESDAY, 7th Nov.	
ROON	WEDNESDAY, 21st Nov.	
BUELOW	WEDNESDAY, 13th Dec.	
PRINZ REGENT LUPTOLD	WEDNESDAY, 19th Dec.	
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd Jan.	
SEIDLITZ	WEDNESDAY, 16th Jan.	
PRINZ HEINRICH	WEDNESDAY, 30th Jan.	
ONISENAU	WEDNESDAY, 13th Feb.	
PREUSSEN	WEDNESDAY, 27th Feb.	

ON WEDNESDAY, the 7th day of November, 1906, at Noon, the Steamship PRINCESS ALICE, Captain CH. POLACK, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 6th November, and Specie will be received on board until 5 p.m. on TUESDAY, the 6th November, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 6th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st CLASS	2nd CLASS	3rd CLASS
To Naples, Genoa and Gibraltar	\$21.0.0.	\$12.0.0.	\$7.0.0.
To Southampton, London, Bremen and Hamburg	\$21.0.0.	\$12.0.0.	\$7.0.0.
To New York, via Suez	\$64.0.0.	\$44.0.0.	\$28.0.0.
Via Naples, Genoa or Gibraltar	\$115.0.0.	\$70.0.0.	\$47.0.0.
Via Bremen or Southampton	\$68.0.0.	\$46.0.0.	\$27.0.0.
RETURN	\$123.0.0.	\$83.0.0.	\$49.0.0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates will be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta, instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPU, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	Tons	SAILING DATE	1906
WILLEHAD	4763	TUESDAY, 13th Nov.	
PRINZ SIGISMUND	3227	TUESDAY, 11th Dec.	
SANPAKAN	1793	TUESDAY, 8th Jan.	

ON TUESDAY, the 13th day of November, at Noon, the STEAMSHIP WILLEHAD, Captain OBERHAUSER, with Mail, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To	1st CLASS	2nd CLASS	3rd CLASS	1st CLASS	2nd CLASS	3rd CLASS
To MANILA	\$20.—	\$10.—	\$6.—	return \$20.—	return \$10.—	return \$6.—
To NEW GUINEA	\$28.—	\$18.10	\$14.00	return \$28.—	return \$18.10	return \$14.00
To BRISBANE	\$30.—	\$20.—	\$15.—	return \$30.—	return \$20.—	return \$15.—
To SYDNEY	\$34.—	\$23.—	\$16.—	return \$34.—	return \$23.—	return \$16.—
To MELBOURNE	\$34.10	\$23.10	\$16.—	return \$34.10	return \$23.10	return \$16.—
To YOKOHAMA	\$30.00 & \$60.00	\$20.00	\$12.00	return \$170.00	return \$100.00	return \$60.00
To KOBE	\$30.00 & \$60.00	\$20.00	\$12.00	return \$170.00	return \$100.00	return \$60.00
To YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

To Europe via Australia and Colombo by Imperial

1st Class 297.0.0.

To Europe via Australia and America

1st Class 96.0.0.

(From Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

FOR	STEAMERS	ABOUT	1906
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUELOW	WEDNESDAY, Nov. 7.	
Do	PRINZ REGENT LUPTOLD	WEDNESDAY, Nov. 21.	
YOKOHAMA & KOBE	PRINZ SIGISMUND	WEDNESDAY, Nov. 21.	

* Reaching Yokohama in less than 8 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG, via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. Co., O. & O. S. S. Co., T. K. R. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:—

To	1st CLASS
to London via Plymouth or Southampton	\$282.0.0.
to Bremen	\$63.10.0.
to Paris via Cherbourg	\$65.0.0.
to Naples, Genoa, via Gibraltar	\$65.0.0.

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

Norddeutscher Lloyd.

For further Particulars, apply to

MELCHERS & CO., Agents.

Shipping.

GLEN LINE.

FOR LONDON AND ANTWERP.

THE Steamship GLENNAR, Captain HODGSON, will be despatched as above on WEDNESDAY, the 7th November, 1906.

For Freight, apply to: MCGREGOR BROS. & GOW. Hongkong, October 22, 1906. 2007

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADD, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDAN, BANGKOK AND BLACK SEA PORTS.

THE Steamship AUSTRALIAN.

Captain LEMMON, will be despatched for MARSEILLES on TUESDAY, the 13th November, 1906, at 1 p.m.

This Steamer connects at Colombo with the Australian line S.S. Sydney bound for Marseilles, via BOMBAY and Aden.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. TORIN... Nov. 27, 1906.

S.S. RHENUS... Dec. 11, 1906.

S.S. POLYMER... Dec. 25, 1906.

S.S. CALADON... Jan. 8, 1907.

S.S. SALAZAR... Jan. 22, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, November 1, 1906. 2127

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO, via PORTS.

THE Steamship DAKOTA.

will be despatched for the above ports on or about WEDNESDAY, 21st November, 1906.

For freight and further particulars, apply to

SHEWAN, TOMES & CO.,

Hongkong, October 24, 1906. 2058



FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLIMMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN, SINGAPORE, COLOMBO, SOUTHERN AMERICAN PORTS, and LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN, SINGAPORE, COLOMBO, SOUTHERN AMERICAN PORTS, and LONDON.

THE Steamship DELTA, Captain O. L. DANIEL, carrying His Majesty's Mail, will be despatched from this Port for BOMBAY, via SINGAPORE, the 13th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's Steamship Mooltan, 3,629 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Suez and Yalta, all in connection with France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Macedonia, which is in London on the 25th December, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWITT, Agent.

Hongkong, November 3, 1906. 2145

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR FRIEDRICHSTADT, calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the Brazils, to South Africa, PERIAN, GULF, RED SEA, BLACK SEA, LEVANT, YEMEN and ADRIATIC PORTS.)

THE Company's Steamship TRIESTE, Captain MISTRONO, will be despatched as above on THURSDAY, the 29th November, 1906.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WIEBER & CO., Agents.

Principal Building, Hongkong, October 26, 1906. 2074

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO & IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient independent.

THE Steamship KASATO MARU.

Ton 6000, Capt. W. E. C. & F. F. F. will be despatched for "Pacific American" Port, via Japan Ports, about middle of DECEMBER, 1906.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to

K. MATSUDA, Manager.

Yokohama Building, Hongkong, October 10, 1906. 2154

